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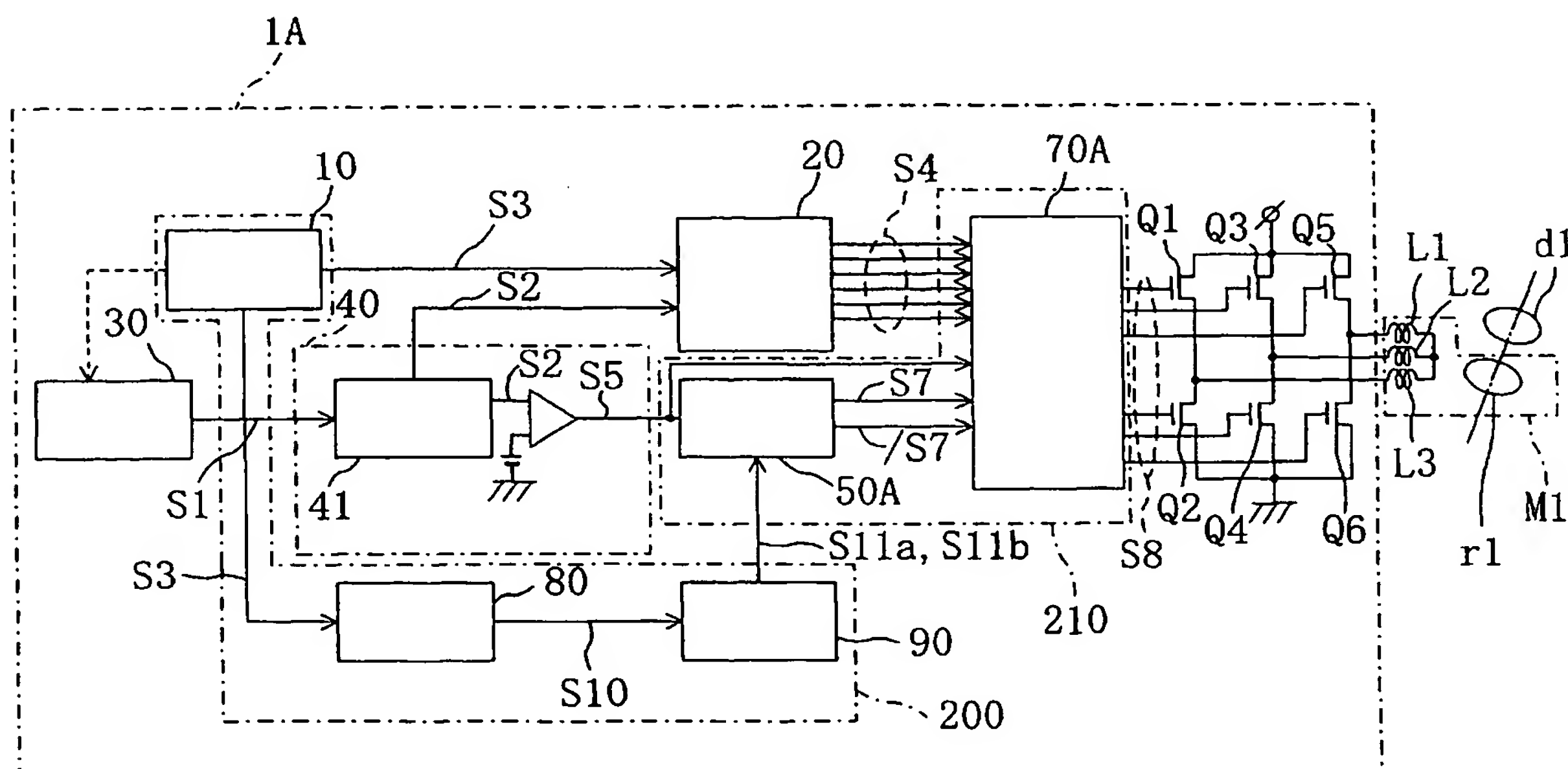
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(54) **Motor driving device and motor driving method**

(57) Brake mode switching signal production means detects the number of revolutions per unit time of a rotor according to a change in a positional relationship between motor windings of a plurality of phases and the rotor so as to output first and second brake mode switching signals for selecting either a short brake mode or a

reverse brake mode for braking the rotation of the rotor based on the number of revolutions. Control means outputs an energization control signal for controlling energization of the motor windings of a plurality of phases in response to the first and second brake mode switching signals. Thus, it is possible to reduce the braking noise and the stopping time.

FIG. 1



## Description

### BACKGROUND OF THE INVENTION

**[0001]** The present invention relates to a motor driving device and a motor driving method capable of applying a short brake and a reverse brake to a motor.

**[0002]** A motor can be stopped by decelerating the motor with a short brake or with a reverse brake. A conventional motor driving device has a short brake mode in which a short brake is applied to the motor and a reverse brake mode in which a reverse brake is applied to the motor, one of which is selected for deceleration and stopping of the motor.

**[0003]** In the short brake mode, the motor is decelerated by forming a short circuit between the terminals of motor windings of three phases. In the reverse brake mode, the motor is decelerated by applying a reverse current through motor windings of a plurality of phases to excite the motor windings in the reverse direction.

**[0004]** FIG. 9 is a diagram illustrating a configuration of a conventional motor driving device **1E**.

**[0005]** Referring to FIG. 9, the motor driving device **1E** includes position detection means **10**, energization switching signal production means **20**, rotation control means **30**, brake command generation means **40**, brake mode switching means **50D**, reverse rotation detection means **60**, energization control signal production means **70D**, and power transistors **Q1** to **Q6**. A motor **M1** provided outside the motor driving device **1E** includes a rotor **r1**, and motor windings **L1** to **L3** for rotating a disk **d1** via the rotor **r1**.

**[0006]** The operation of the conventional motor driving device **1E** will now be described below in detail.

**[0007]** FIG. 10 is a diagram illustrating an internal configuration of the brake mode switching means **50D** illustrated in FIG. 9.

**[0008]** During normal rotation of the motor **M1**, torque command generation means **41** provided in the brake command generation means **40** outputs a torque command signal **S2** based on a rotation control signal **S1** from the rotation control means **30**. The energization switching signal production means **20** receives the torque command signal **S2** and outputs, to the energization control signal production means **70D**, an energization switching signal **S4** having a level according to that of the torque command signal **S2** for energizing the motor windings of a plurality of phases with an energization angle that is determined based on a position signal **S3** from the position detection means **10**. The energization control signal production means **70D** successively energizes the power transistors **Q1** to **Q6** based on the energization switching signal **S4**. The rotation control means **30** may be a microcomputer, for example. As the position signal **S3** is received from the position detection means **10**, the microcomputer counts the number of cycles of the received position signal **S3** to obtain count data, and compares the obtained count data with refer-

ence data stored therein that corresponds to the number of revolutions per unit time, so as to output the rotation control signal **S1** according to the comparison result. The torque command generation means **41**, which may be a smoothing circuit, outputs a DC voltage, which is obtained by smoothing the rotation control signal **S1**, as the torque command signal **S2**.

**[0009]** The brake command generation means **40** outputs a brake command signal **S5** based on the rotation control signal **S1** from the rotation control means **30**. Then, the brake mode switching means **50D**, which includes logic circuits **511d** and **512d** as illustrated in FIG. 10, receives the brake command signal **S5** and a brake mode switching signal **S11**, and selects one of the short brake mode and the reverse brake mode.

**[0010]** In a case where the short brake mode is selected, the brake mode switching means **50D** selectively outputs a short brake signal **/S7** based on the brake mode switching signal **S11**. The energization control signal production means **70D** receives the energization switching signal **S4** from the energization switching signal production means **20** and the short brake signal **/S7** to output an energization control signal **S8** to the power transistors **Q1** to **Q6**. Based on the energization control signal **S8**, the power transistors **Q1**, **Q3** and **Q5** may be all turned ON, with the power transistors **Q2**, **Q4** and **Q6** being all turned OFF. Alternatively, the power transistors **Q2**, **Q4** and **Q6** may be all turned ON, with the power transistors **Q1**, **Q3** and **Q5** being all turned OFF, to form a short circuit between the terminals of the motor windings **L1**, **L2** and **L3** of three phases so that a counter electromotive voltage is consumed in the motor windings **L1**, **L2** and **L3**, thereby decelerating and stopping the motor **M1**.

**[0011]** In a case where the reverse brake mode is selected, the brake mode switching means **50D** selectively outputs a reverse brake signal **S7** based on the brake mode switching signal **S11**. The energization control signal production means **70D** receives the energization switching signal **S4** from the energization switching signal production means **20** and the reverse brake signal **S7** to output the energization control signal **S8** of the reverse polarity to the power transistors **Q1** to **Q6**. The power transistors **Q1** to **Q6** apply the energization control signal **S8** of the reverse polarity to the motor windings **L1**, **L2** and **L3** of the three phases so as to excite the motor windings **L1**, **L2** and **L3** in the reverse direction, thereby braking the rotor **r1**.

**[0012]** In such a case, the reverse rotation detection means **60** detects a reverse rotation by, for example, detecting the cycle of the output signal from the position detection means **10** using a timer, or the like. Specifically, the reverse rotation detection means **60** determines that the motor is standing when detecting that the cycle of the position signal **S3** from the position detection means **10** is equal to or greater than a predetermined value, and outputs a reverse rotation signal **S9** assuming that the motor is about to start rotating in the reverse

direction. When receiving the reverse rotation signal S9, the energization control signal production means 70D stops supplying the energization control signal S8 to all the motor windings L1, L2 and L3. Then, the motor M1 comes to a complete stop after continuing to rotate with the force of inertia.

[0013] As described above, the conventional motor driving device brakes the motor M1 by selecting either one of the short brake mode and the reverse brake mode. The short brake mode is advantageous in that the motor M1 makes substantially no braking noise, and is effective during high-speed rotation because the braking force in this mode is dependent on the counter electromotive voltage. However, the braking force decreases as the number of revolutions decreases, thereby taking a long time for the motor to come to a complete stop.

[0014] On the other hand, the reverse brake mode provides a large braking force because the motor windings L1 to L3 are excited in the reverse direction while decelerating the motor. However, during high-speed rotation, the motor makes substantial noise due to a phase shift. Moreover, it is difficult to detect a reverse rotation with a high precision, and if the control fails to stop the energization control signal S8 of the reverse polarity at an appropriate timing, the reverse excitation continues for a while even after the motor M1 stops, whereby the motor M1 starts rotating in the reverse direction. Although the energization control signal production means 70D thereafter stops energizing the motor windings L1 to L3 of the three phases, the motor M1 will continue to rotate for a while with the force of inertia. Therefore, it takes a long time for the motor to come to a complete stop, and causes an error in the position at which the motor M1 stops.

#### SUMMARY OF THE INVENTION

[0015] It is an object of the present invention to provide a motor driving device and a motor driving method capable of stopping a motor while reducing the braking noise and the stopping time.

[0016] Specifically, a motor driving device of the present invention includes: brake mode switching signal production means for detecting the number of revolutions per unit time of a rotor according to a change in a positional relationship between motor windings of a plurality of phases and the rotor so as to output a brake mode switching signal for selecting either a short brake mode or a reverse brake mode for braking the rotor based on the number of revolutions; and control means for outputting an energization control signal for controlling energization of the motor windings of a plurality of phases in response to the brake mode switching signal.

[0017] In this way, it is possible to switch brake modes from one to another according to the number of revolutions of the motor. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, it is less likely that an error occurs in the position at which the

motor stops.

[0018] Another motor driving device of the present invention includes: position detection means for outputting a position signal representing a positional relationship between motor windings of a plurality of phases and a rotor; rotation detection means for outputting a detection signal according to a number of revolutions per unit time of the rotor; rotation control means for outputting a rotation control signal for controlling rotation of the rotor; brake command generation means for outputting a torque command signal according to the rotation control signal upon receiving the rotation control signal and for outputting a brake command signal for applying a short brake or a reverse brake to the rotation of the rotor; energization switching signal production means for outputting an energization switching signal having a level according to that of the torque command signal for energizing the motor windings of a plurality of phases with an energization angle that is determined based on the position signal; rotation determination means for comparing the number of revolutions per unit time detected by the rotation detection means with a predetermined number of revolutions, by using signals that are equivalent to the numbers of revolutions, to output a brake mode switching signal for selecting either the short brake or the reverse brake; brake mode switching means for selecting either one of the brake modes based on the brake command signal and the brake mode switching signal and outputting a brake mode command signal indicating selected brake mode; energization control signal production means for outputting an energization control signal for controlling energization of the motor windings of a plurality of phases based on the brake command signal, the brake mode command signal and the energization switching signal; and a plurality of transistors for supplying a power to the motor windings of a plurality of phases according to the energization control signal.

[0019] In this way, it is possible to switch brake modes from one to another according to the number of revolutions of the motor. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, it is less likely that an error occurs in the position at which the motor stops. Furthermore, since the predetermined number of revolutions to be the switching reference can be set arbitrarily, it is possible to control the amount of time required for the motor to come to a complete stop.

[0020] It is preferred that the motor driving device further includes clock signal production means for producing a clock signal having a predetermined frequency and a predetermined duty ratio, wherein the brake mode switching means further receives the clock signal to output the brake mode command signal based also on the clock signal.

[0021] It is preferred that the motor driving device further includes: current value detection means for detecting a value of a current flowing through the motor windings of a plurality of phases; and current value determi-



nation means for comparing a detection signal from the current value detection means with a predetermined reference value to output, to the brake mode switching means, a current value determination signal whose signal level transitions according to the comparison result, wherein the brake mode switching means outputs the brake mode command signal at a timing that is determined according to the current value determination signal.

**[0022]** It is preferred that the motor driving device further includes OFF signal production means for outputting an OFF signal, which is a pulse having a predetermined cycle, when receiving the brake mode switching signal, wherein when receiving the OFF signal output from the OFF signal production means, the energization control signal production means outputs an energization control signal to the plurality of transistors for temporarily stopping a current supply to the motor windings of a plurality of phases according to the OFF signal.

**[0023]** A motor driving method of the present invention includes: motor windings of a plurality of phases; a rotor; a plurality of transistors for driving the motor windings of a plurality of phases; and a control circuit for detecting a number of revolutions per unit time of the rotor according to a change in a positional relationship between the motor windings of a plurality of phases and the rotor so as to control a braking operation of the plurality of transistors, wherein the control circuit performs a short brake control of shorting terminals of the motor windings of a plurality of phases with one another while a rotational speed of the rotor is a first rotational speed, a reverse brake control of applying a reverse driving current to the motor windings of a plurality of phases while the rotational speed of the rotor is a second rotational speed that is lower than the first rotational speed, and then the short brake control again while the rotational speed of the rotor is a third rotational speed that is lower than the second rotational speed.

**[0024]** Thus, while the number of revolutions is the first number of revolutions, the short brake control is used, thereby reducing noise that is generated when decelerating the motor from a high-speed rotation. While the number of revolutions is the second number of revolutions, the reverse brake control is used, thereby quickly decreasing the rotational speed of the motor. While the number of revolutions is the third number of revolutions, the short brake control is used again, whereby the motor can be brought to a complete stop within a short period of time, and it is possible to stop the motor at an accurate position without having to detect a reverse rotation as is necessary in the prior art.

**[0025]** Another motor driving method of the present invention includes: motor windings of a plurality of phases; a rotor; a plurality of transistors for driving the motor windings of a plurality of phases; and a control circuit for detecting a number of revolutions per unit time of the rotor according to a change in a positional relationship between the motor windings of a plurality of phases and

the rotor so as to control a braking operation of the plurality of transistors, wherein the control circuit performs a short brake control of shorting terminals of the motor windings of a plurality of phases with one another while a rotational speed of the rotor is a first rotational speed, a mixed brake control in which the short brake control and a reverse brake control of applying a reverse driving current to the motor windings of a plurality of phases are repeatedly switched from one to another based on a clock signal having a predetermined cycle and a predetermined duty ratio while the rotational speed of the rotor is a second rotational speed that is lower than the first rotational speed, and then the short brake control again while the rotational speed of the rotor is a third rotational speed that is lower than the second rotational speed.

**[0026]** Thus, while the number of revolutions is the second number of revolutions, the mixed brake control in which the short brake control and the reverse brake control are repeatedly switched from one to another is performed, thereby realizing a smooth transition from the short brake control for the first number of revolutions to the next brake control for the second number of revolutions. Thus, it is possible to reduce noise that may otherwise occur at the brake mode transition.

**[0027]** It is preferred that a one-shot pulse is generated when switching the short brake control and the reverse brake control from one to another for turning OFF all of the plurality of transistors according to the one-shot pulse.

## BRIEF DESCRIPTION OF THE DRAWINGS

### **[0028]**

FIG. 1 is a diagram illustrating a configuration of a motor driving device according to a first embodiment of the present invention.

FIG. 2 is a diagram illustrating an internal configuration of brake mode switching means.

FIG. 3 is a timing chart illustrating a specific operation of a motor driving device.

FIG. 4 is a diagram illustrating a configuration of a motor driving device according to a second embodiment of the present invention.

FIG. 5 is a diagram illustrating an internal configuration of brake mode switching means.

FIG. 6 is a timing chart illustrating a specific operation of a motor driving device.

FIG. 7 is a diagram illustrating a configuration of a motor driving device according to a third embodiment of the present invention.

FIG. 8 is a diagram illustrating a configuration of a motor driving device according to a fourth embodiment of the present invention.

FIG. 9 is a diagram illustrating a configuration of a conventional motor driving device.

FIG. 10 is a diagram illustrating an internal configuration of conventional brake mode switching

means.

## DETAILED DESCRIPTION OF THE INVENTION

**[0029]** Various embodiments of the present invention will now be described with reference to the drawings.

**[0030]** Note that like elements are denoted by like reference numerals throughout the various drawings, including those that have been already referred to with respect to the conventional example above, and the description of such like elements will not be repeated.

## FIRST EMBODIMENT

**[0031]** FIG. 1 is a diagram illustrating a configuration of a motor driving device **1A** according to the first embodiment of the present invention.

**[0032]** As in the conventional example above, the motor driving device **1A** illustrated in FIG. 1 includes position detection means **10**, energization switching signal production means **20**, rotation control means **30**, brake command generation means **40**, brake mode switching means **50A**, energization control signal production means **70A**, and power transistors **Q1** to **Q6**. The motor driving device **1A** further includes rotation detection means **80** and rotation determination means **90**. The rotation detection means **80** detects the number of revolutions per unit time of a rotor **r1** based on a position signal **S3** output from the position detection means **10**, and outputs a signal **S10** representing the number of revolutions. The rotation determination means **90** determines whether or not the signal **S10** output from the rotation detection means **80**, which is equivalent to the number of revolutions per unit time of the rotor **r1**, has reached a reference value corresponding to a predetermined number of revolutions. A motor **M1** provided outside the motor driving device **1A** includes the rotor **r1**, and motor windings **L1** to **L3** for rotating a disk **d1** via the rotor **r1**. Moreover, brake mode switching signal production means **200** illustrated in FIG. 1 includes the position detection means **10**, the rotation detection means **80** and the rotation determination means **90**. Furthermore, control means **210** includes the brake mode switching means **50A** and the energization control signal production means **70A**.

**[0033]** The operation of the motor driving device **1A** having such a configuration will now be described. The rotation detection means **80** detects the number of revolutions of the rotor **r1** based on the frequency of the position signal **S3** output from the position detection means **10**, and outputs the signal **S10** representing the detected number of revolutions to the rotation determination means **90**. Then, the rotation determination means **90** outputs, to the brake mode switching means **50A**, a first brake mode switching signal **S11a** (corresponding to the "brake mode switching signal") and a second brake mode switching signal **S11b** (corresponding to the "brake mode switching signal") each having a

signal level that transitions when the signal **S10** from the rotation detection means **80** becomes less than or equal to a reference value corresponding to a predetermined number of revolutions. When receiving the first and second brake mode switching signals **S11a** and **S11b** from the rotation determination means **90** and a brake command signal **S5** from the brake command generation means **40**, the brake mode switching means **50A** produces and outputs a reverse brake signal **S7** (corresponding to the "brake mode command signal") and a short brake signal **/S7** (corresponding to the "brake mode command signal"). When receiving the reverse brake signal **S7** and the short brake signal **/S7**, the energization control signal production means **70A** outputs an energization control signal **S8** to the power transistors **Q1** to **Q6** according to the selected brake mode, based on the energization switching signal **S4** and the brake command signal **S5**.

**[0034]** The rotation detection means **80** and the rotation determination means **90** of the brake mode switching signal production means **200** will now be described with a more specific example.

**[0035]** The rotation detection means **80** can be a counter or an F/V converter. In a case where a counter is used as the rotation detection means **80**, a decoder circuit is used as the rotation determination means **90**. In such a case, the decoder circuit (rotation determination means **90**) is connected to the output of the counter (rotation detection means **80**). The counter (rotation detection means **80**) detects a cycle that corresponds to the number of revolutions of the rotor **r1** by counting the pulses of a predetermined clock signal while resetting the count according to an edge signal of a waveform represented by the position signal **S3**. The decoder circuit (rotation determination means **90**) stores a predetermined decoded value (reference value) corresponding to a predetermined number of revolutions per unit time, and outputs the first, second brake mode switching signal (**S11a**, **S11b**) when the count of the counter (rotation detection means **80**) reaches the decoded value.

**[0036]** In a case where an F/V converter is used as the rotation detection means **80**, a voltage comparator is used as the rotation determination means **90**. In such a case, the voltage comparator (rotation determination means **90**) is connected to the output of the F/V converter (rotation detection means **80**). The F/V converter (rotation detection means **80**) converts the frequency of the position signal **S3** to a voltage, and outputs the converted DC voltage. The voltage comparator (rotation determination means **90**) connected to the output of the F/V converter (rotation detection means **80**) compares a DC voltage (reference value) corresponding to a predetermined number of revolutions per unit time with the output voltage from the F/V converter (rotation detection means **80**). When the output voltage from the F/V converter (rotation detection means **80**) reaches the reference value, the voltage comparator (rotation determination means **90**) outputs the first, second brake mode

switching signal (S11a, S11b).

[0037] FIG. 2 is a diagram illustrating an internal configuration of the brake mode switching means 50A. The brake mode switching means 50A illustrated in FIG. 2 includes AND circuits 511a and 514a, and inverters 512a and 513a. The inverter 513a inverts the second brake mode switching signal S11b from the rotation determination means 90. The AND circuit 514a outputs the logical product of the first brake mode switching signal S11a from the rotation determination means 90 and the output from the inverter 513a. The AND circuit 511a outputs, as the reverse brake signal S7, the logical product of the brake command signal S5 from the brake command generation means 40 and the output from the AND circuit 514a. The inverter 512a inverts the reverse brake signal S7 from the AND circuit 511a and outputs the inverted signal as the short brake signal /S7.

[0038] FIG. 3 is a timing chart illustrating a specific operation of the motor driving device 1A of the present embodiment.

[0039] The brake mode switching signal production means 200 outputs the first brake mode switching signal S11a, which transitions to the H level when the number of revolutions per unit time becomes less than or equal to a predetermined number of revolutions N1 (i.e., at time  $\tau_1$ ), based on the position signal S3 from the position detection means 10. Similarly, the brake mode switching signal production means 200 outputs the second brake mode switching signal S11b, which transitions to the H level when the number of revolutions becomes less than or equal to a predetermined number of revolutions N2 (i.e., at time  $\tau_2$ ). The brake mode switching means 50A outputs the reverse brake signal S7 and the short brake signal /S7 based on the signals S11a and S11b from the rotation determination means 90.

[0040] Thus, as illustrated in FIG. 3, during a period from time  $\tau_0$  at which braking is initiated to time  $\tau_1$  at which the number of revolutions decreases to N1 (the number of revolutions during this period corresponds to the "first rotational speed"), the brake mode switching means 50A outputs the H-level short brake signal /S7 to the energization control signal production means 70A so as to select the short brake mode in which the noise level is low. Then, during the following period from time  $\tau_1$  at which the number of revolutions is N1 (i.e., a somewhat decreased, intermediate value) to time  $\tau_2$  at which the number of revolutions is N2 (i.e., immediately before coming to a complete stop) (the number of revolutions during this period corresponds to the "second rotational speed"), the brake mode switching means 50A outputs the H-level reverse brake signal S7 to the energization control signal production means 70A so as to select the reverse brake mode in which a large braking force is provided. Then, during the next period from time  $\tau_2$  at which the number of revolutions is N2 (i.e., immediately before the motor stops) to time  $\tau_3$  at which the motor stops (the number of revolutions during this period corresponds to the "third rotational speed"), the brake

mode switching means 50A outputs the H-level short brake signal /S7 to the energization control signal production means 70A so as to select the short brake mode by which the rotor r1 does not rotate in the reverse direction.

[0041] As illustrated in FIG. 3, the motor does not come to a complete stop until time  $\tau_4$  or time  $\tau_5$  if either the reverse brake mode or the short brake mode is selected throughout the braking operation as in the prior art. In contrast, according to the present embodiment, the stopping time is reduced to  $\tau_3$ . Moreover, during high-speed rotation (from  $\tau_0$  to  $\tau_1$ ), the short brake mode is selected, whereby the noise is reduced as compared with that in a case where the reverse brake mode is selected as in the prior art. Furthermore, during low-speed rotation (from  $\tau_1$  to  $\tau_2$ ), the reverse brake mode is selected, whereby the braking force can be increased as compared with that in a case where the short brake mode is selected as in the prior art. Moreover, immediately before coming to a complete stop (from  $\tau_2$  to  $\tau_3$ ), the short brake mode is selected, whereby the rotor r1 can be stopped without reverse rotation, unlike when the reverse brake mode is selected as in the prior art.

[0042] As described above, according to the present embodiment, the brake mode switching means 50A selectively uses the two brakes, i.e., the short brake and the reverse brake, based on the first and second brake mode switching signal S11a and S11b from the rotation determination means 90. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, in this way, it is less likely that an error occurs in the position at which the motor M1 stops. Furthermore, since the motor is brought to a complete stop by using the short brake, it is possible to save an amount of time that is required for detecting a reverse rotation as in the prior art where the motor is brought to a complete stop by using the reverse brake.

[0043] Note that since the predetermined value that is used for comparison in the rotation determination means 90 may be set arbitrarily, the amount of time and the number of times the short brake and the reverse brake are applied can be set arbitrarily. As a result, the stopping time can be varied arbitrarily. Moreover, for a braking operation starting from a number of revolutions that is less than or equal to a certain value, the braking operation may be started with the reverse brake.

## SECOND EMBODIMENT

[0044] FIG. 4 is a diagram illustrating a configuration of a motor driving device 1B according to the second embodiment of the present invention.

[0045] In addition to the elements included in the motor driving device 1A illustrated in FIG. 1, the motor driving device 1B illustrated in FIG. 4 further includes clock signal production means 100 for supplying a clock signal S12, to brake mode switching means 50B, for switching the brake modes from one to another.



[0046] The operation of the motor driving device **1B** having such a configuration will now be described.

[0047] The rotation detection means **80** detects the number of revolutions of the rotor **r1** based on the position signal **S3** output from the position detection means **10**, and outputs the signal **S10** representing the detected number of revolutions to the rotation determination means **90**. Then, the rotation determination means **90** outputs, to the brake mode switching means **50B**, the first brake mode switching signal **S11a** (corresponding to the "brake mode switching signal") and the second brake mode switching signal **S11b** (corresponding to the "brake mode switching signal") each having a signal level that transitions when the signal **S10** from the rotation detection means **80** becomes less than or equal to a reference value corresponding to a predetermined number of revolutions. Moreover, the clock signal production means **100** outputs, to the brake mode switching means **50B**, the clock signal **S12** having a predetermined frequency and a predetermined duty ratio. When receiving the first and second brake mode switching signals **S11a** and **S11b** from the rotation determination means **90**, the brake command signal **S5** from the brake command generation means **40** and the clock signal **S12** from the clock signal production means **100**, the brake mode switching means **50B** produces and outputs the reverse brake signal **S7** (corresponding to the "brake mode command signal") and the short brake signal **/S7** (corresponding to the "brake mode command signal"). When receiving the reverse brake signal **S7** and the short brake signal **/S7**, the energization control signal production means **70A** outputs the energization control signal **S8** to the power transistors **Q1** to **Q6** according to the selected brake mode, based on the energization switching signal **S4** and the brake command signal **S5**.

[0048] FIG. 5 is a diagram illustrating an internal configuration of the brake mode switching means **50B**.

[0049] The brake mode switching means **50B** illustrated in FIG. 5 includes AND circuits **511b**, **514b** and **515b**, and inverters **512b** and **513b**. The inverter **513b** inverts the second brake mode switching signal **S11b** from the rotation determination means **90**. The AND circuit **514b** outputs the logical product of the first brake mode switching signal **S11a** from the rotation determination means **90** and the output from the inverter **513b**. The AND circuit **515b** outputs the logical product of the output from the AND circuit **514b** and the clock signal **S12** from the clock signal production means **100**. The AND circuit **511b** outputs, as the reverse brake signal **S7**, the logical product of the brake command signal **S5** from the brake command generation means **40** and the output from the AND circuit **515b**. The inverter **512b** inverts the reverse brake signal **S7** from the AND circuit **511b** and outputs the inverted signal as the short brake signal **/S7**.

[0050] FIG. 6 is a timing chart illustrating a specific operation of the motor driving device **1B** of the present

embodiment.

[0051] The brake mode switching signal production means **200** outputs the first brake mode switching signal **S11a**, which transitions to the H level when the number of revolutions of the motor **M1** becomes less than or equal to a predetermined number of revolutions **N1** (i.e., at time  $\tau_1$ ), based on the position signal **S3** from the position detection means **10**. Similarly, the brake mode switching signal production means **200** outputs the second brake mode switching signal **S11b**, which transitions to the H level when the number of revolutions becomes less than or equal to a predetermined number of revolutions **N2** (i.e., at time  $\tau_2'$ ). Moreover, the clock signal production means **100** outputs the clock signal **S12** having the predetermined frequency and the predetermined duty ratio to the brake mode switching means **50B**. The brake mode switching means **50B** outputs the reverse brake signal **S7** and the short brake signal **/S7**, as illustrated in FIG. 6, based on the signals **S11a** and **S11b** from the rotation determination means **90**, and the clock signal **S12** from the clock signal production means **100**.

[0052] Thus, as illustrated in FIG. 6, during a period from time  $\tau_0$  at which braking is initiated to time  $\tau_1$  at which the number of revolutions decreases to **N1** (the number of revolutions during this period corresponds to the "first rotational speed"), the brake mode switching means **50B** outputs the H-level short brake signal **/S7** to the energization control signal production means **70A** so as to select the short brake mode in which the noise level is low. Then, during the following period from time  $\tau_1$  at which the number of revolutions is **N1** (i.e., a somewhat decreased, intermediate value) to time  $\tau_2'$  at which the number of revolutions is **N2** (i.e., immediately before coming to a complete stop) (the number of revolutions during this period corresponds to the "second rotational speed"), a mixed brake mode is selected, in which the low-noise short brake mode and the large-braking-force reverse brake mode are repeatedly switched from one to another based on the clock signal **S12** from the clock signal production means **100**. Then, during the next period from time  $\tau_2'$  at which the number of revolutions is **N2** (i.e., immediately before the motor stops) to time  $\tau_3'$  at which the motor stops (the number of revolutions during this period corresponds to the "third rotational speed"), the brake mode switching means **50B** outputs the H-level short brake signal **/S7** to the energization control signal production means **70A** so as to select the short brake mode by which the rotor **r1** does not rotate in the reverse direction.

[0053] As illustrated in FIG. 6, the motor does not come to a complete stop until time  $\tau_4$  or time  $\tau_5$  if either the reverse brake mode or the short brake mode is selected throughout the braking operation as in the prior art. In contrast, according to the present embodiment, the stopping time is reduced to  $\tau_3'$ . Moreover, during high-speed rotation (from  $\tau_0$  to  $\tau_1$ ), the short brake mode is selected, whereby the noise is reduced as com-

pared with that in a case where the reverse brake mode is selected as in the prior art. Furthermore, during low-speed rotation (from  $\tau_1$  to  $\tau_2'$ ), the two brake modes are repeatedly switched from one to another, thereby realizing a smooth brake mode transition. Moreover, immediately before coming to a complete stop (from  $\tau_2'$  to  $\tau_3'$ ), the short brake mode is selected, whereby the rotor **r1** can be stopped without reverse rotation, unlike when the reverse brake mode is selected as in the prior art.

**[0054]** As described above, the brake mode switching means **50B** selectively uses the two brakes based on the first and second brake mode switching signal **S11a** and **S11b** from the rotation determination means **90**. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, in this way, it is less likely that an error occurs in the position at which the motor **M1** stops. Furthermore, the brake mode switching means **50B** repeatedly switches the brake modes from one to another based on the clock signal **S12** from the clock signal production means **100**, thereby realizing a smooth brake mode transition. As a result, it is possible to reduce noise that may otherwise occur at the brake mode transition. Moreover, since the motor is brought to a complete stop by using the short brake, it is possible to save an amount of time that is required for detecting a reverse rotation as in the prior art where the motor is brought to a complete stop by using the reverse brake.

**[0055]** Note that in the present embodiment, the short brake mode and the reverse brake mode are switched from one to another based on the clock signal **S12** from the clock signal production means **100**, which transitions at regular intervals, as illustrated in FIG. 6. However, the present embodiment is not limited to this, but the present invention can similarly be applicable in cases where the frequency or the duty ratio is varied over time.

**[0056]** Moreover, while the present embodiment has been described with respect to a case where the mixed brake mode (where the short brake mode and the reverse brake mode are repeatedly switched from one to another) is selected during low-speed rotation (from  $\tau_1$  to  $\tau_2'$ ), the present embodiment is not limited to this, but the present invention can similarly be applicable in cases where the mixed brake mode is selected during a period immediately after time  $\tau_0$  at which braking is initiated. In this way, the braking noise and the stopping time can be set arbitrarily.

### THIRD EMBODIMENT

**[0057]** FIG. 7 is a diagram illustrating a configuration of a motor driving device **1C** according to the third embodiment of the present invention.

**[0058]** In addition to the elements included in the motor driving device **1A** illustrated in FIG. 1, the motor driving device **1C** illustrated in FIG. 7 further includes current value detection means **110** and current value determination means **120**. The current value detection

means **110** receives a current value signal **S13** representing the value of the current flowing through the motor windings **L1** to **L3** to detect the current value. The current value determination means **120** compares the current value based on a current value detection signal **S14** from the current value detection means **110** with a predetermined current value (reference value) to output a current value determination signal **S15** to brake mode switching means **50C**.

**[0059]** The operation of the motor driving device **1C** having such a configuration will now be described.

**[0060]** For example, the current value detection means **110** detects the value of the current flowing through the motor **M1** by detecting a voltage drop across a resistor **R**, which is inserted between the power transistors **Q1** to **Q6** and the ground, or between the power supply and the power transistors **Q1** to **Q6**. The current value detected by the current value detection means **110** is output to the current value determination means **120** as the current value detection signal **S14**. When receiving the current value detection signal **S14**, the current value determination means **120** compares the current value detected by the current value detection means **110** with the predetermined current value to output the current value determination signal **S15** whose signal level transitions when the value of the current flowing through the motor **M1** becomes smaller than the predetermined current value. Moreover, when receiving the brake command signal **S5** output from the brake command generation means **40**, the brake mode switching means **50C** outputs the reverse brake signal **S7** (corresponding to the "brake mode command signal") and the short brake signal **/S7** (corresponding to the "brake mode command signal"), based on the first brake mode switching signal **S11a** (corresponding to the "brake mode switching signal") and the second brake mode switching signal **S11b** (corresponding to the "brake mode switching signal") from the rotation determination means **90** and the current value determination signal **S15** from the current value determination means **120**.

**[0061]** Thus, according to the present embodiment, the brake mode switching means **50C** has a logic circuit configuration (not shown) such that the short brake mode is selected from the beginning of the braking operation until when the value of the current flowing through the motor **M1** becomes less than or equal to a predetermined current value **I1**, for example, the reverse brake mode is selected from when the current value reaches **I1** until when the number of revolutions reaches **N2**, and the short brake mode in which the rotor **r1** does not rotate in the reverse direction is selected from when the number of revolutions reaches **N2** until when the motor comes to a complete stop. Thus, the brake mode switching means **50C** outputs, to the energization control signal production means **70A**, the reverse brake signal **S7** and the short brake signal **/S7** each having a signal level that transitions when the



brake mode is selected.

**[0062]** As a result, during the period from the beginning of the braking operation until when the current value reaches I1, the supply current can be shut down while suppressing the noise level. During the period from when the current value reaches I1 until when the number of revolutions reaches N2, a large braking force is provided, thereby shortening the amount of time that is required for the motor **M1** to come to a complete stop. During the period from when the number of revolutions reaches N2 until when the motor **M1** comes to a complete stop, the short brake mode is selected, whereby the motor **M1** stops naturally, and it is not necessary to detect a reverse rotation as is in the prior art.

**[0063]** As described above, with the motor driving device **1C** of the present embodiment, the brake mode switching means **50C** selectively uses the two brake modes based on the first and second brake mode switching signals S11a and S11b from the rotation determination means **90** and the current value determination signal S15 from the current value determination means **120**. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, in this way, it is less likely that an error occurs in the position at which the motor **M1** stops. Furthermore, by braking the motor **M1** with the short brake, in which the supply current is shut down according to the current value of the motor **M1**, it is possible to control the power consumption according to the value of the current flowing through the motor **M1**. Moreover, since the motor is brought to a complete stop by using the short brake, it is possible to save an amount of time that is required for detecting a reverse rotation as in the prior art where the motor is brought to a complete stop by using the reverse brake.

**[0064]** Note that the clock signal production means **100** of the second embodiment may be used in the present embodiment. Specifically, the short brake mode and the reverse brake mode may be repeatedly switched from one to another based on the clock signal S12 output from the clock signal production means **100** during the period from when the current value reaches I1 until when the number of revolutions reaches N2. In this way, the brake mode transition is made more smoothly, and the noise occurring at the brake mode transition is reduced, in the present embodiment.

#### FOURTH EMBODIMENT

**[0065]** FIG. 8 is a diagram illustrating a configuration of a motor driving device **1D** according to the fourth embodiment of the present invention.

**[0066]** In addition to the elements included in the motor driving device **1A** illustrated in FIG. 1, the motor driving device **1D** illustrated in FIG. 8 further includes OFF signal production means **130**. When receiving the first brake mode switching signal S11a (corresponding to the "brake mode switching signal") and the second brake mode switching signal S11b (corresponding to the

"brake mode switching signal"), the OFF signal production means **130** outputs an OFF signal S16 to energization control signal production means **70B**. The OFF signal S16 is a one-shot pulse having a predetermined cycle, with which the current supply to the motor windings **L1** to **L3** is temporarily turned OFF.

**[0067]** The operation of the motor driving device **1D** having such a configuration will now be described.

**[0068]** When receiving the first and second brake mode switching signals S11a and S11b output from the rotation determination means **90**, the brake mode switching means **50A** outputs the reverse brake signal S7 (corresponding to the "brake mode command signal") and the short brake signal /S7 (corresponding to the "brake mode command signal"). Moreover, when receiving the first and second brake mode switching signals S11a and S11b, the OFF signal production means **130** outputs the OFF signal S16 for a predetermined period of time to the energization control signal production means **70B**. When receiving the OFF signal S16, the energization control signal production means **70B** temporarily stops the supply of the energization control signal S8, which is output based on the brake command signal S5, the reverse brake signal S7, the short brake signal /S7 and the energization switching signal S4 output from the energization switching signal production means **20**.

**[0069]** More specifically, the rotation determination means **90** outputs the first brake mode switching signal S11a whose signal level transitions when the number of revolutions represented by the signal S10 from the rotation detection means **80** becomes less than or equal to N1. When receiving the first brake mode switching signal S11a, the brake mode switching means **50A** outputs the H-level reverse brake signal S7. On the other hand, when receiving the first brake mode switching signal S11a, the OFF signal production means **130** outputs the OFF signal (one-shot pulse) S16 for a predetermined period of time to the energization control signal production means **70B** when the reverse brake signal S7 is output from the brake mode switching means **50A**. When receiving the brake command signal S5, the reverse brake signal S7 and the OFF signal S16, the energization control signal production means **70B** produces the energization control signal S8 such that the current supply to the motor windings **L1** to **L3** based on the energization switching signal S4 from the energization switching signal production means **20** is temporarily turned OFF for a predetermined period of time when switching from the short brake mode to the reverse brake mode. Note that the cycle of the OFF signal S16 is preferably set to be slightly longer than the turn-OFF time of the power transistors **Q1** to **Q6**.

**[0070]** In this way, when receiving the OFF signal S16, the energization control signal production means **70B** temporarily turns OFF all of the power transistors **Q1** to **Q6**, thereby preventing a through current from occurring at the brake mode transition.

[0071] As described above, with the motor driving device **1D** of the present embodiment, the brake modes are switched from one to another by the brake mode switching means **50A**, while the energization control signal production means **70B** supplies, to the power transistors **Q1** to **Q6** for supplying a current through the motor windings **L1** to **L3**, the energization control signal **S8** for turning OFF the power transistors **Q1** to **Q6** for a predetermined period of time. Therefore, it is possible to prevent a through current from occurring through the power transistors **Q1** to **Q6** at the brake mode transition.

[0072] Note that the OFF signal production means **130** of the present embodiment may be used in the motor driving devices **1B** and **1C** of the second and third embodiments. With the second embodiment, the OFF signal production means **130** may output the OFF signal **S16** based on the clock signal **S12** from the clock signal production means **100**, whereby it is possible to prevent a through current at the brake mode transition. With the third embodiment, the OFF signal **S16** may be output based on the current value determination signal **S15** from the current value determination means **120** and the first and second brake mode switching signals **S11a** and **S11b** from the rotation determination means **90**, whereby it is possible to prevent a through current at the brake mode transition.

[0073] Note that in the first to fourth embodiments described above, each of the power transistors **Q1** to **Q6** may be either an NPN transistor or a PNP transistor, and may be any of various types of transistors such as a bipolar transistor or a MOS transistor. Furthermore, instead of the rotation detection means **80** receiving the position signal **S3** from the position detection means **10**, an alternative element that is capable of directly detecting the number of revolutions of the motor **M1** (e.g., a Hall element) may be provided, separately from the position detection means **10**, for detecting the number of revolutions of the motor **M1**.

[0074] With the motor driving device of the present invention, the brake modes can be switched from one to another according to the number of revolutions of the motor. Therefore, it is possible to reduce the braking noise and the stopping time. Moreover, in this way, it is less likely that an error occurs in the position at which the motor stops.

## Claims

### 1. A motor driving device, comprising:

brake mode switching signal production means for detecting the number of revolutions per unit time of a rotor according to a change in a positional relationship between motor windings of a plurality of phases and the rotor so as to output a brake mode switching signal for selecting either a short brake mode or a reverse brake

mode for braking the rotor based on the number of revolutions; and

control means for outputting an energization control signal for controlling energization of the motor windings of a plurality of phases in response to the brake mode switching signal.

### 2. A motor driving device, comprising:

position detection means for outputting a position signal representing a positional relationship between motor windings of a plurality of phases and a rotor;

rotation detection means for outputting a detection signal according to a number of revolutions per unit time of the rotor;

rotation control means for outputting a rotation control signal for controlling rotation of the rotor;

brake command generation means for outputting a torque command signal according to the rotation control signal upon receiving the rotation control signal and for outputting a brake command signal for applying a short brake or a reverse brake to the rotation of the rotor;

energization switching signal production means for outputting an energization switching signal having a level according to that of the torque command signal for energizing the motor windings of a plurality of phases with an energization angle that is determined based on the position signal;

rotation determination means for comparing the number of revolutions per unit time detected by the rotation detection means with a predetermined number of revolutions, by using signals that are equivalent to the numbers of revolutions, to output a brake mode switching signal for selecting either the short brake or the reverse brake;

brake mode switching means for selecting either one of the brake modes based on the brake command signal and the brake mode switching signal and outputting a brake mode command signal indicating selected brake mode;

energization control signal production means for outputting an energization control signal for controlling energization of the motor windings of a plurality of phases based on the brake command signal, the brake mode command signal and the energization switching signal; and a plurality of transistors for supplying a power to the motor windings of a plurality of phases according to the energization control signal.

### 3. The motor driving device of claim 2, further comprising clock signal production means for producing a clock signal having a predetermined frequency and

a predetermined duty ratio,

wherein the brake mode switching means further receives the clock signal to output the brake mode command signal based also on the clock signal.

4. The motor driving device of claim 2 or 3, further comprising:

current value detection means for detecting a value of a current flowing through the motor windings of a plurality of phases; and  
current value determination means for comparing a detection signal from the current value detection means with a predetermined reference value to output, to the brake mode switching means, a current value determination signal whose signal level transitions according to the comparison result,

wherein the brake mode switching means outputs the brake mode command signal at a timing that is determined according to the current value determination signal.

5. The motor driving device of any one of claims 2 to 4, further comprising OFF signal production means for outputting an OFF signal, which is a pulse having a predetermined cycle, when receiving the brake mode switching signal,

wherein when receiving the OFF signal output from the OFF signal production means, the energization control signal production means outputs an energization control signal to the plurality of transistors for temporarily stopping a current supply to the motor windings of a plurality of phases according to the OFF signal.

6. A motor driving method, comprising:

motor windings of a plurality of phases;  
a rotor;  
a plurality of transistors for driving the motor windings of a plurality of phases; and  
a control circuit for detecting a number of revolutions per unit time of the rotor according to a change in a positional relationship between the motor windings of a plurality of phases and the rotor so as to control a braking operation of the plurality of transistors,

wherein the control circuit performs a short brake control of shorting terminals of the motor windings of a plurality of phases with one another while a rotational speed of the rotor is a first rotational speed, a reverse brake control of applying a reverse driving current to the motor windings of a plurality of phases while the rotational speed of the

rotor is a second rotational speed that is lower than the first rotational speed, and then the short brake control again while the rotational speed of the rotor is a third rotational speed that is lower than the second rotational speed.

7. A motor driving method, comprising:

motor windings of a plurality of phases;  
a rotor;  
a plurality of transistors for driving the motor windings of a plurality of phases; and  
a control circuit for detecting a number of revolutions per unit time of the rotor according to a change in a positional relationship between the motor windings of a plurality of phases and the rotor so as to control a braking operation of the plurality of transistors,

wherein the control circuit performs a short brake control of shorting terminals of the motor windings of a plurality of phases with one another while a rotational speed of the rotor is a first rotational speed, a mixed brake control in which the short brake control and a reverse brake control of applying a reverse driving current to the motor windings of a plurality of phases are repeatedly switched from one to another based on a clock signal having a predetermined cycle and a predetermined duty ratio while the rotational speed of the rotor is a second rotational speed that is lower than the first rotational speed, and then the short brake control again while the rotational speed of the rotor is a third rotational speed that is lower than the second rotational speed.

8. The motor driving method of claim 6 or 7, wherein a one-shot pulse is generated when switching the short brake control and the reverse brake control from one to another for turning OFF all of the plurality of transistors according to the one-shot pulse.



FIG. 1

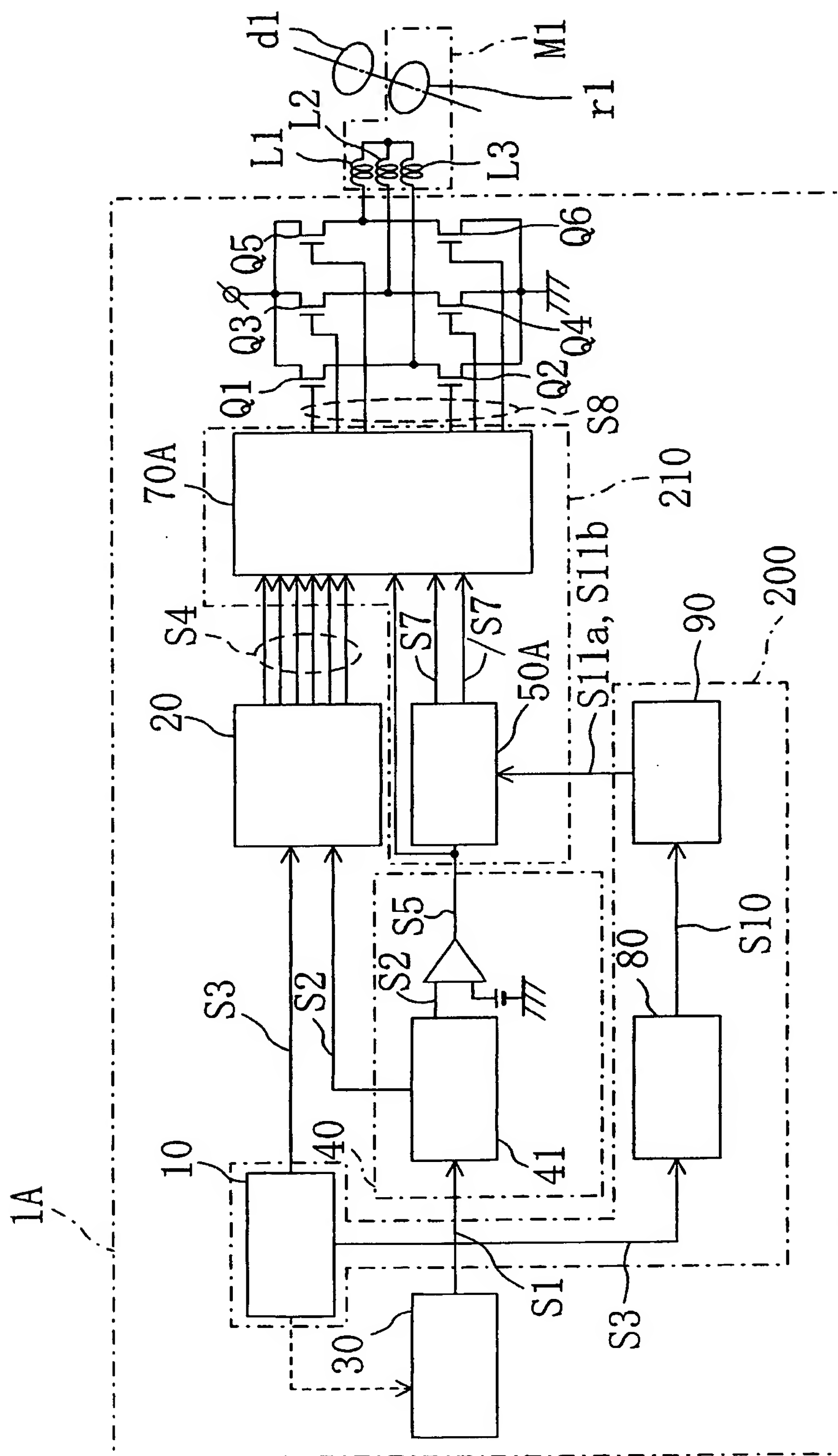


FIG. 2

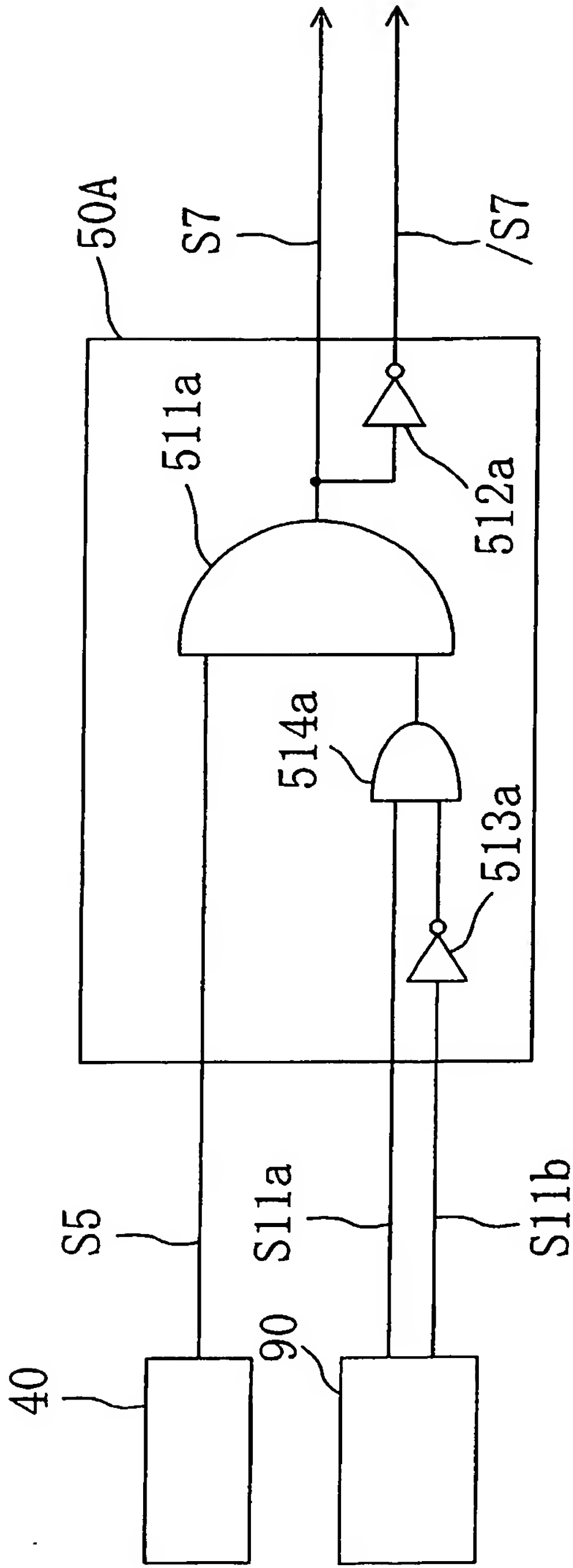


FIG. 3

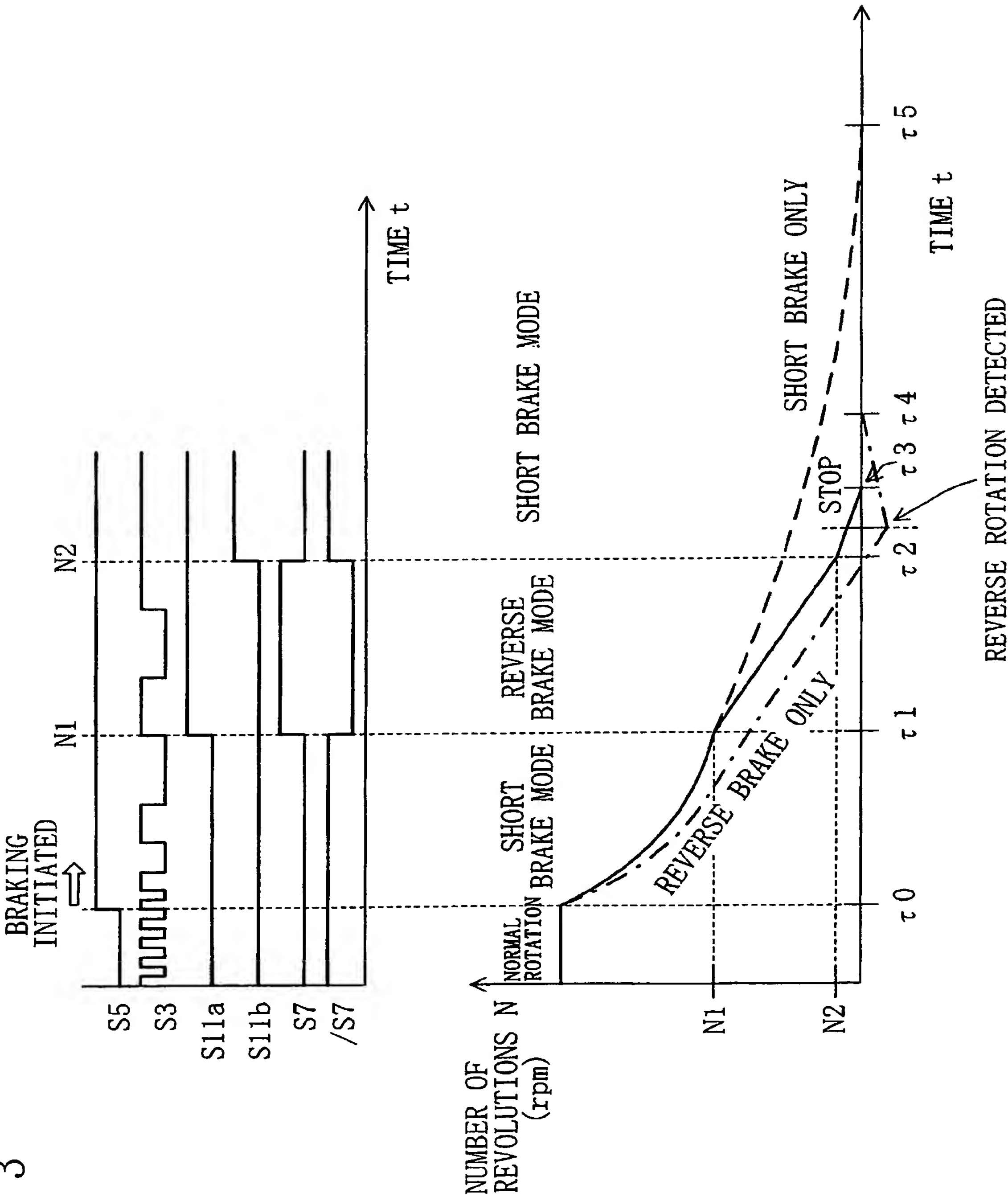




FIG. 4

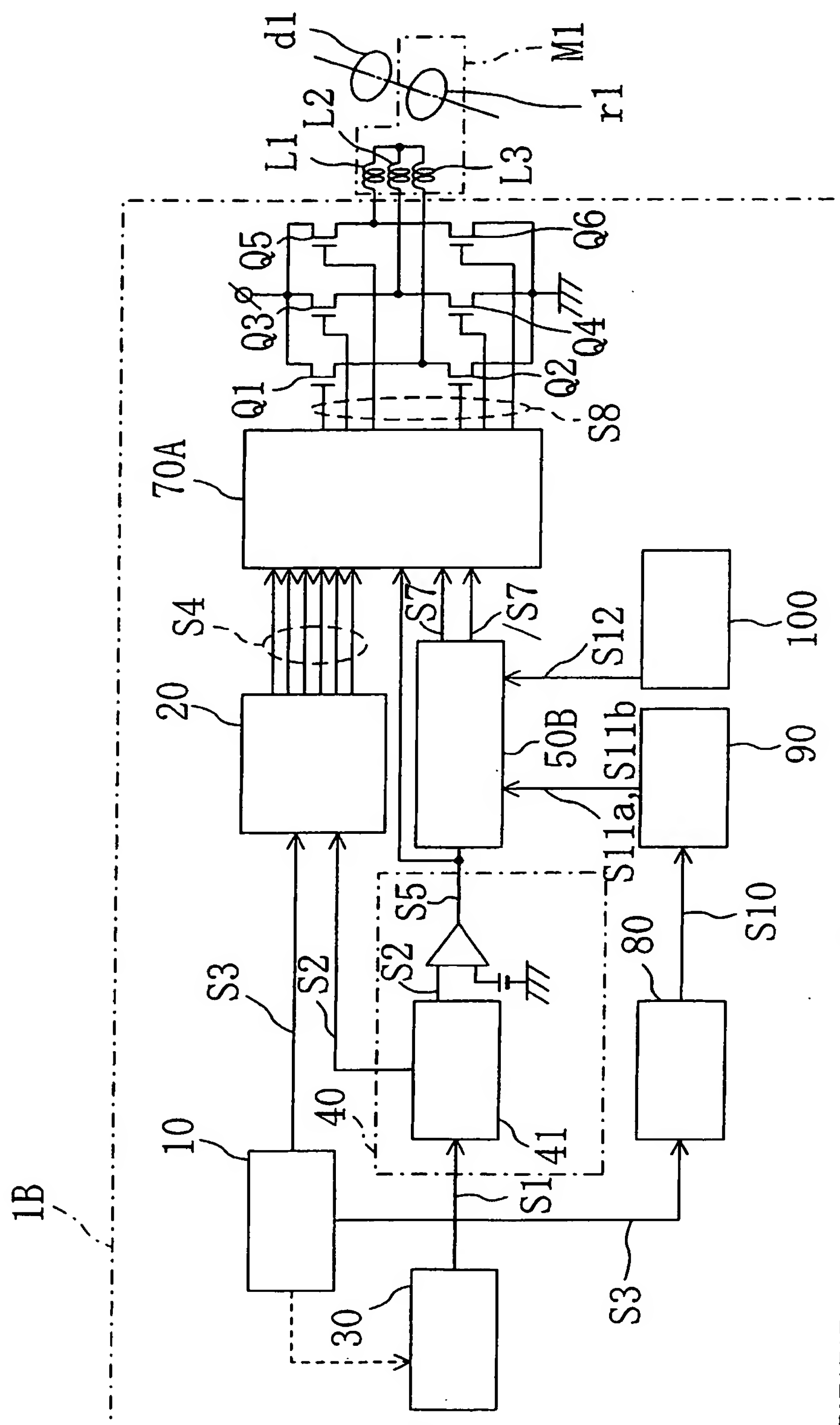


FIG. 5

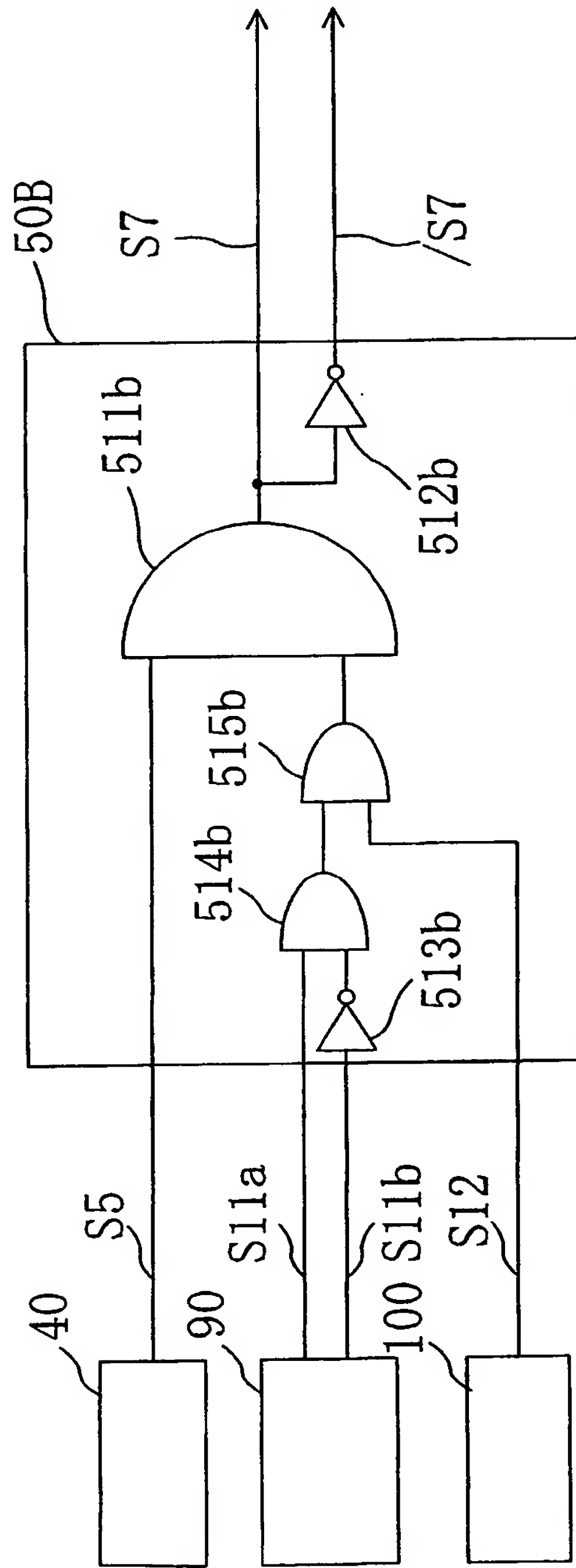


FIG. 6

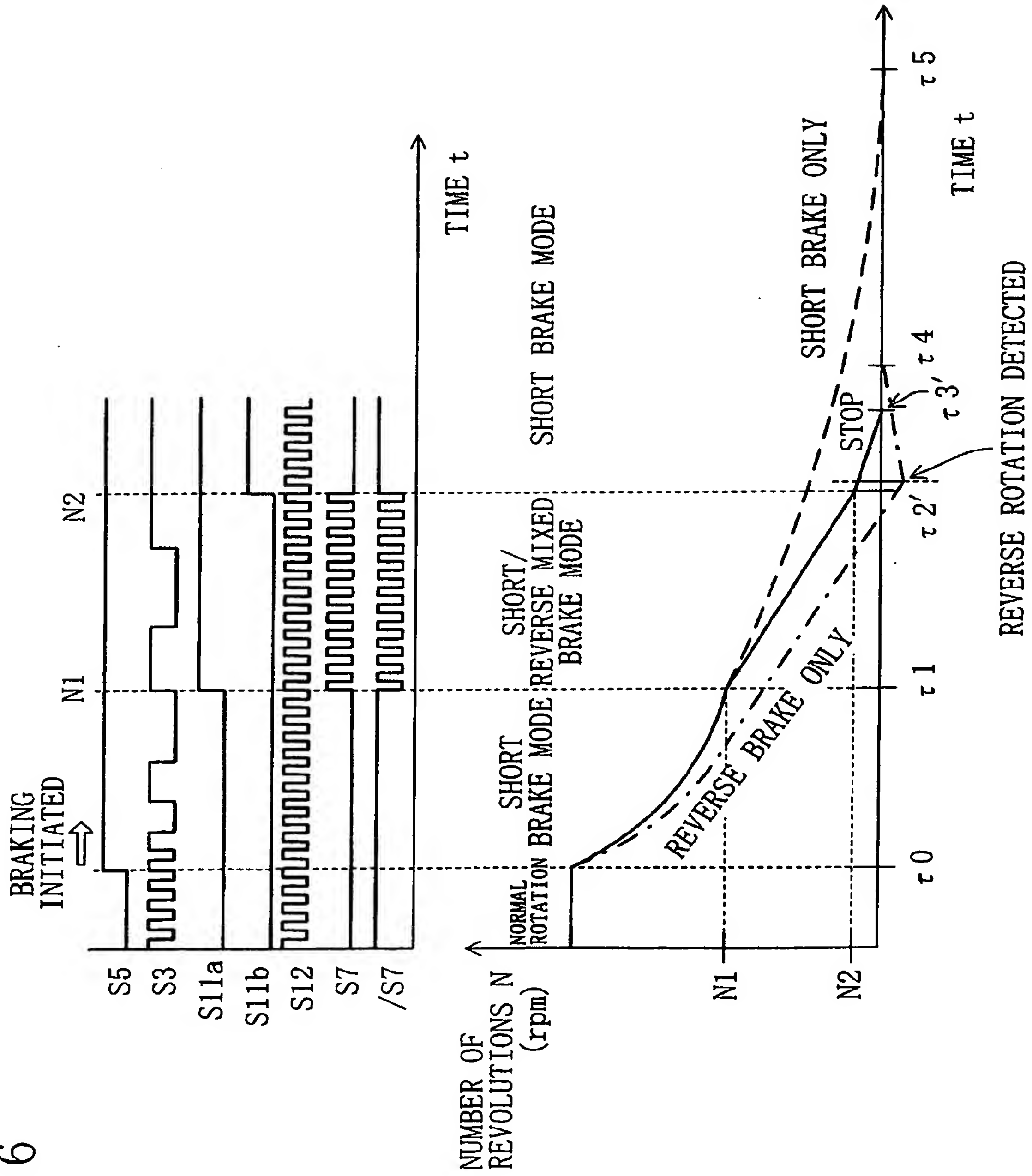




FIG. 7

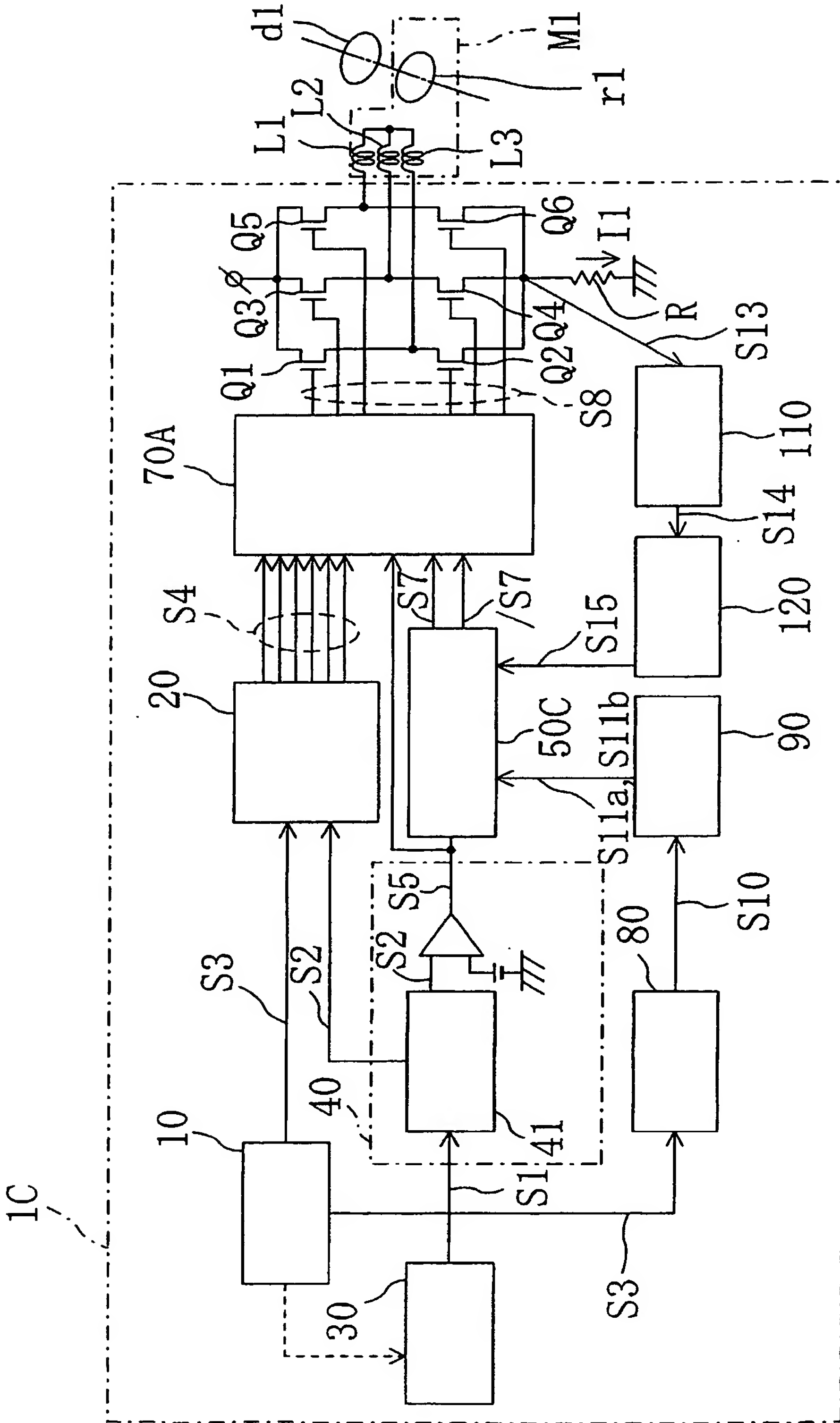


FIG. 8

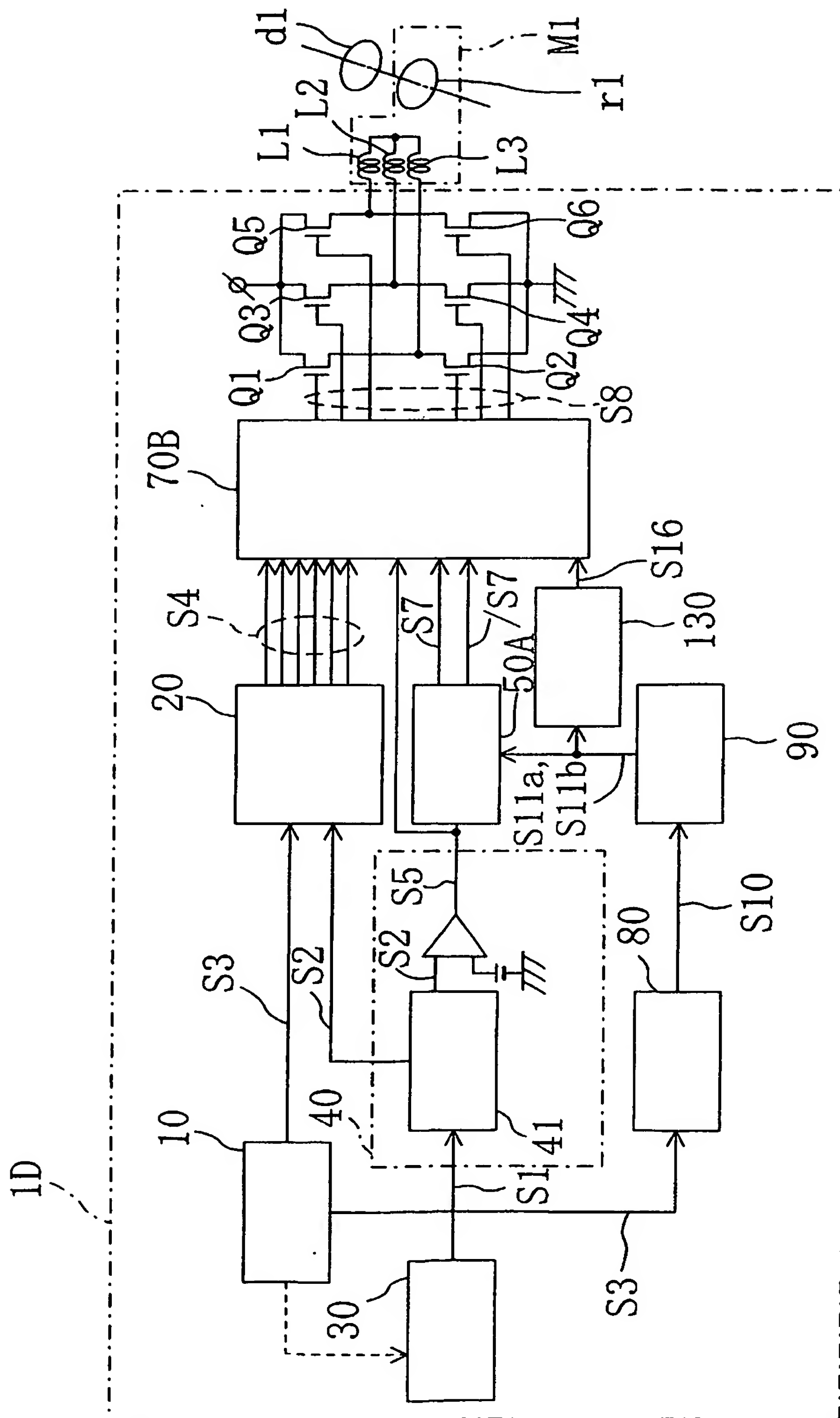


FIG. 9

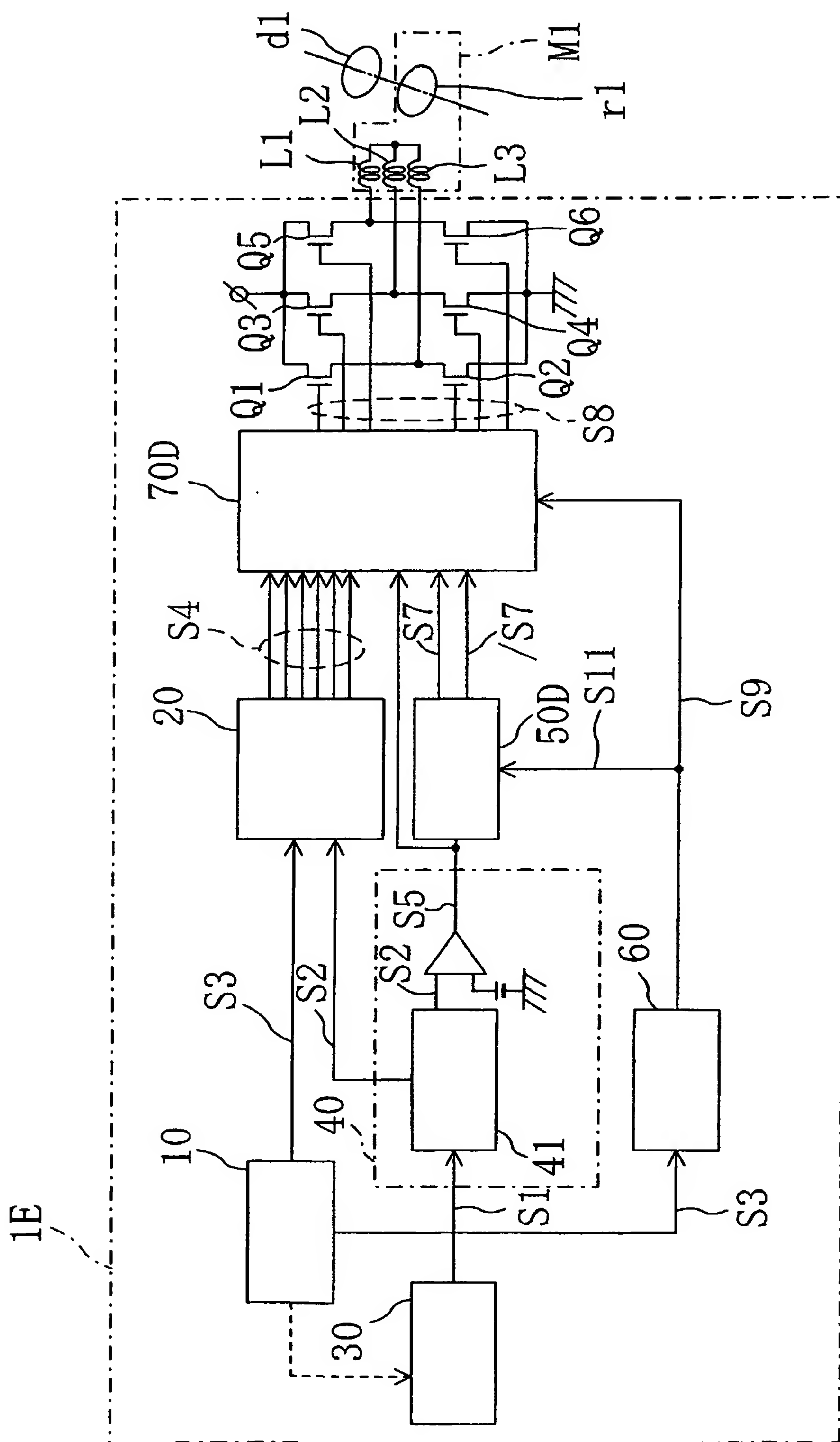
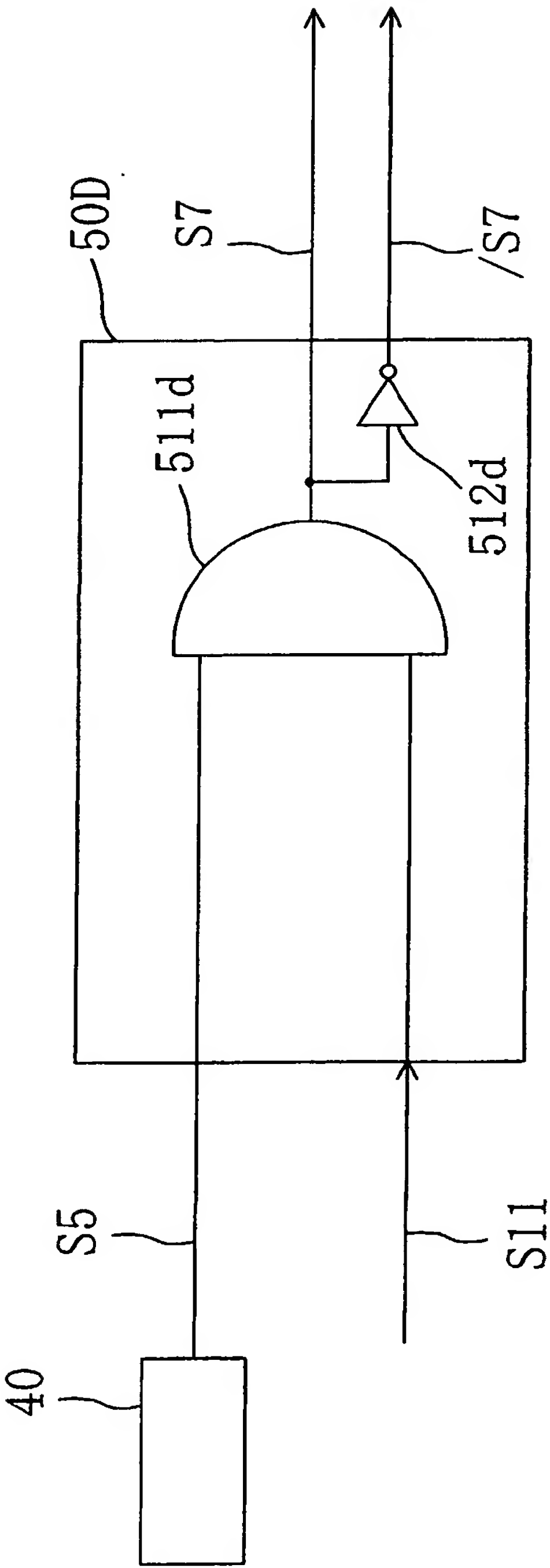




FIG. 10



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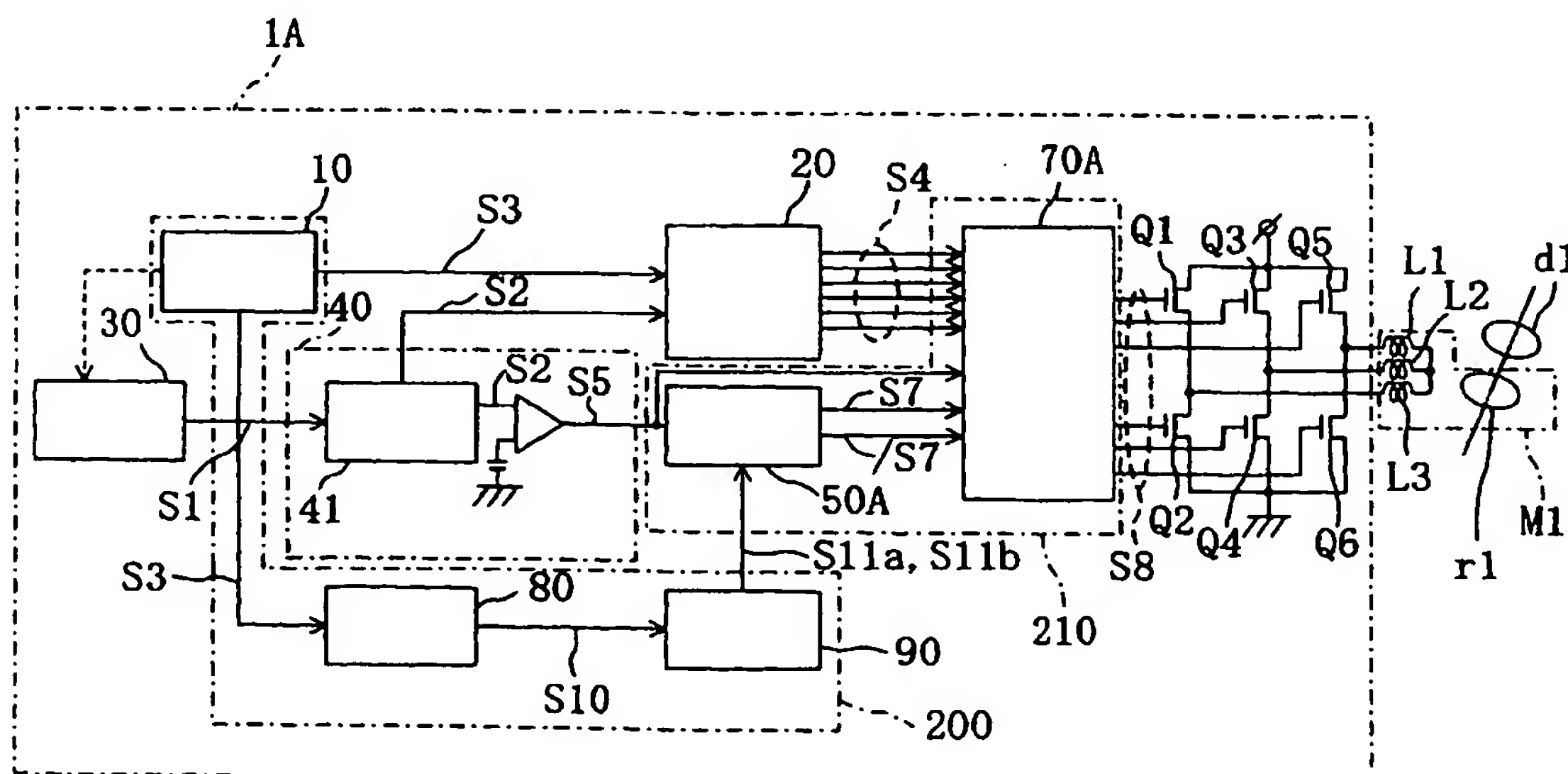
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**CO., LTD.**  
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**(54) Motor driving device and motor driving method**

(57) Brake mode switching signal production means detects the number of revolutions per unit time of a rotor according to a change in a positional relationship between motor windings of a plurality of phases and the rotor so as to output first and second brake mode switching signals for selecting either a short brake mode or a

reverse brake mode for braking the rotation of the rotor based on the number of revolutions. Control means outputs an energization control signal for controlling energization of the motor windings of a plurality of phases in response to the first and second brake mode switching signals. Thus, it is possible to reduce the braking noise and the stopping time.

**FIG. 1****EP 1 318 596 A3**

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Place of search Munich		Date of completion of the search 25 November 2004	Examiner Roider, A
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The present search report has been drawn up for all claims			TECHNICAL FIELDS SEARCHED (Int.Cl.7)
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